

Chandler Cloverleaf Car Makes a Sociable Run

Delightful Informality of Car Adds to Joy of Motoring

A Day Up the Hudson Over Almost Universally Good Roads Ended—No Trouble with Car—New Beauty Spots Discovered.

By M. L. ELSASSER.

A cloverleaf roadster has a certain fascination that no other car possesses. It is compact and convenient. At the same time it is comfortable and has a spirit of informality that adds zest to its enjoyment.

At least, that is the way it seemed on Tuesday, when the Chandler roadster took us out for a day in the country. In the first place, we had not intended to take a roadster. As there were only four of us going, however, we decided it would be nicer than to go out in a big touring car.

Just Arrived from Scranton.

This car had just arrived in New York from Scranton at 10 o'clock in the morning. But Art Murray, of Brady-Murray, put it through his service department. By the way, this service department is one that the concern is unusually proud of. When you go in it and see the men working there with clocklike precision and lack of confusion, and see the efficiency with which the work is conducted, you are inclined to believe that their pride is justified. At any rate, it was only 11 o'clock when we were ready to start, and the car was ready, too.

We went over to Riverside Drive, bowling along smoothly and easily, just lazily enjoying the sunshine and the cool breeze that was blowing off the river. Still following the river, we came to Lafayette Boulevard. We turned off the boulevard when we struck Broadway, driving through Van Cortlandt Park.

Before we knew it we were in Yonkers. That is the nice thing about the little car. You are all so close to each other that you carry on a conversation with perfect ease. So, naturally, time passes before you are aware of it.

Out of Yonkers we followed Warburton Avenue, which was simply a continuation of the wonderfully good roads we had been following. This road was still following the Hudson, and every once in a while we would catch an enchanting glimpse of the river through the trees that lined the roadway. Once, as we rounded a curve, the whole vista of the river and the tree-covered Palisades lay before us in magnificent grandeur.

See a Smash-Up. We passed Hastings, then were back on Broadway, still following the river. As we passed through Irvington we saw a bad smash-up. It was the first of many we saw during the day. A big touring car had tried to climb a telegraph pole, with the result that the pole was broken off neatly at the base, and the car was almost ready for the junk heap. After that, it seemed that about every

third car we saw was either smashed up, or stalled, or having tire trouble. It was positively uncanny. We, however, proved the exception to the rule, for we did not have a particle of trouble all day. Through Irvington the roads were cut up and rough, and the rest of the way to Tarrytown they were not quite so good as those we had gone over up to this time. In Tarrytown we stopped for lunch. If you had seen the way we "fell to" you would have thought there was no doubt about us being hungry.

When we started on, we turned to the left off South Broadway on to the Albany Post Road. A soft haze was rising off the river, making the scene to fade into the far bank and the skyline above.

Here the road led past fine old residences, handsome country clubs and well kept fields. The whole country radiated prosperity and interest. The roads that led into Ossining were a delight to the motorist's heart. The little Chandler seemed to feel the spirit we were all in. It perked up, so to speak, and fairly flew over the road, its engine contentedly purring.

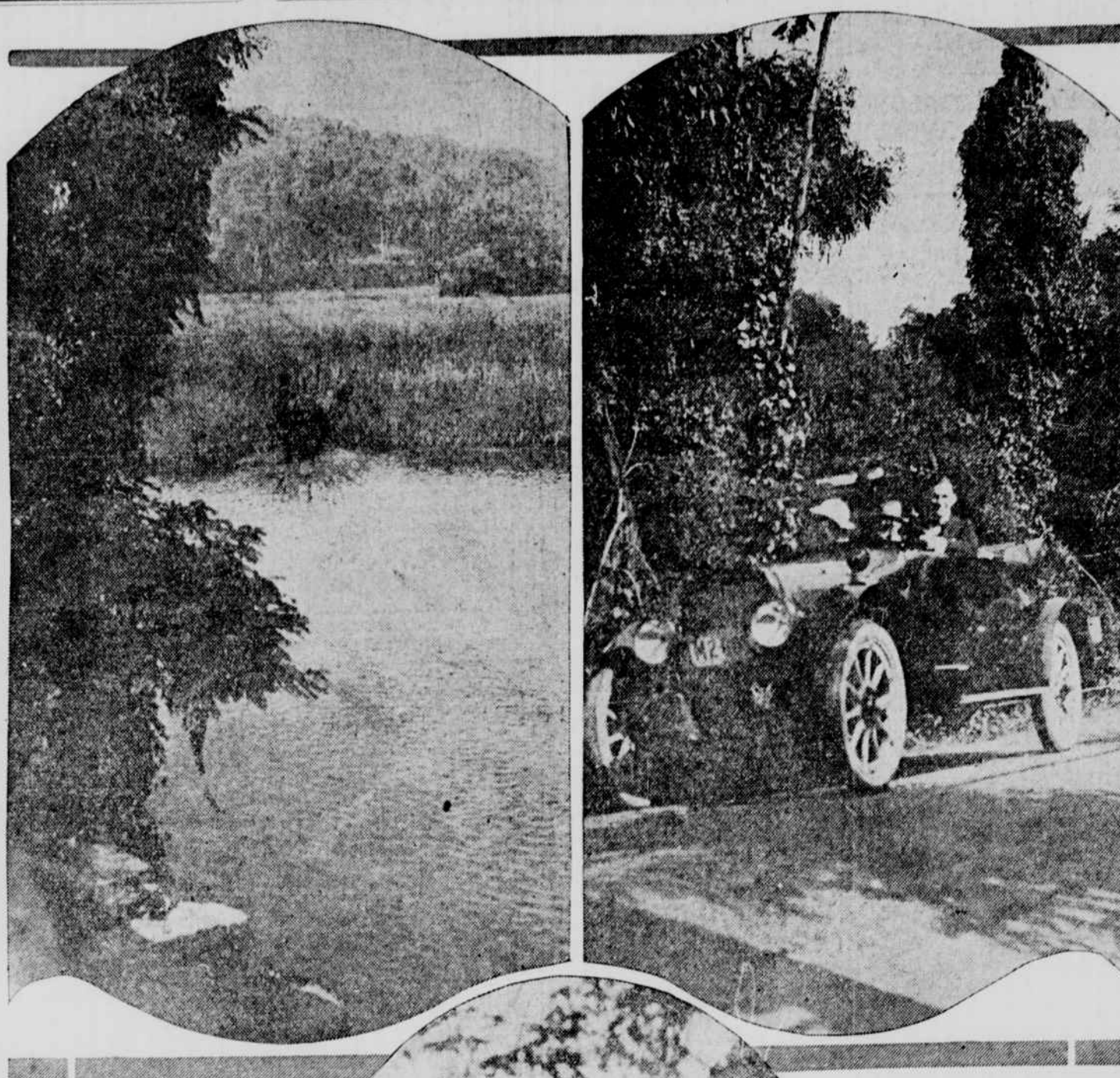
The Charm of Croton River.

The road crossed Croton River. This was a lovely spot. The broad, clear stream wound its way between banks overgrown with heavy trees. Numerous small boys had heard the call of its cool waters, and were in enjoying a swim. We felt like joining them. A little further along we turned off the Post Road to the right on to Benedict Boulevard. We stopped at Nikko Inn to get the beautiful view from the veranda. The Inn is built right on the bank of the river. Hidden among the trees that grow on the river's bank, this is one of the most restful spots you can imagine. Ferns grow thick as grass, and scraggly trees shoot out of crevasses in the walls of rock. The water is so clear that the moss growing on the river bed looks like huge green velvet pillows.

We rested here till 4 o'clock. Then we started home. We came back through Ossining to Tarrytown. Here we turned to the left up the Nepperhan Road. When we had climbed that hill we emerged on to Tarrytown Heights, with a magnificent outlook over the reservoir and lake.

We came on through Queensbury, past the fair grounds, with the gently rolling hills in the distance as a background. Then we came to Elmsford, turning to the left on the road going to White Plains. Here again we were in thick woods, with a breeze coming off the underbrush that was almost uncomfortably cool.

We turned to the right on Central Avenue, heading for New York. Just at the outskirts of White Plains we passed a young sheriff who gave us a hard look to see if we had any children with us. Half a mile further on



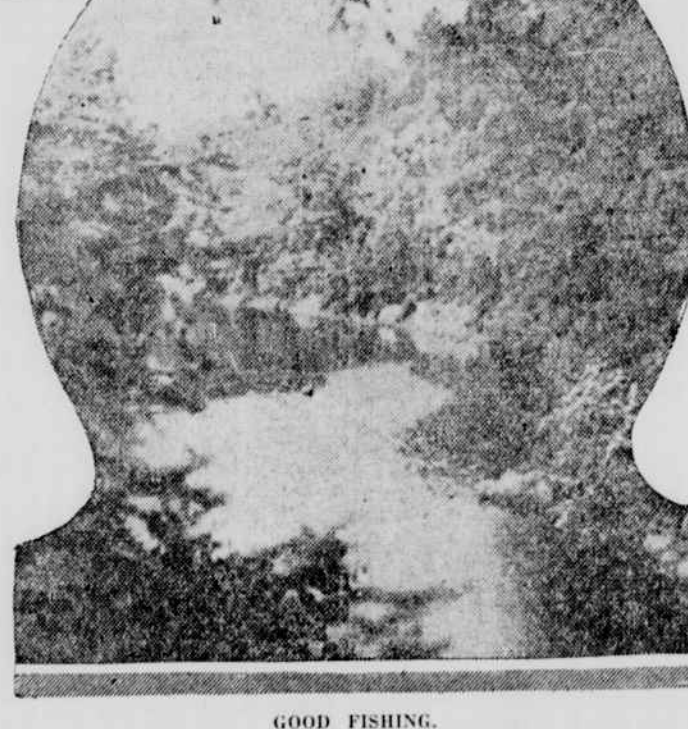
ALONG THE CROTON RIVER.

we came to another one, who peered at us crossly through his spectacles, to see if he could not detect something that his brother officer up the road had missed. But we were all over the age limit fortunately.

Back to Town.

Past Hartsdale we struck good roads again, and as we turned to the right off Central Avenue into the pretty, shady cut-off that led to Broadway we were in our last bit of real country for the day. At 5:30 o'clock we were back in New York. Among other things the car had done that day, it made both Abbey Inn Hill and San Juan Hill on high.

After having spent a day with the Chandler, and after seeing it in all sorts of conditions, we could understand what has brought the Chandler Motor Car Company from nothing three years ago to the seventh largest producer in the automobile field today. We could understand, too, his intense loyalty to Howard Hall, who had driven us this day, and who, by the way, holds the record for having sold the most Chandler cars since January 1 of any one salesman in the United States, for the concern with which he is affiliated.



GOOD FISHING.

ON THE WAY TO OSSINING.

What a 1909 Buick Did—Gas Consumption

C. Russell Keeler, of Richmond Hill, New York, and William A. Sullivan, of Kokomo, Ind., have just reached here from Los Angeles, Cal., in a model 10 Buick, of the vintage of 1909. The route was via the National Old Trails Road, and the mileage, including detours to the Grand Canyon, Ariz., and via Colorado Springs from Las Vegas, thence through Kansas City, St. Louis, Indianapolis, Kokomo, Chicago, Detroit, Toledo, Cleveland, Niagara Falls and Albany, was 4,522 miles. The days' runs averaged 188 miles each and the gas consumption was 23 miles to the gallon. The unusual features of this trip are the facts that the car is seven years old and had seen tens of thousands of miles of hard service. The trip was made entirely for pleasure, with no axe to grind, and no motor car company knew of it until they arrived home.

Overland Model 75-B Wins Intercity Race

Roy Wright, of Cripple Creek, Col., won the Cripple Creek-Manitou road race in 1 hours, 7 minutes and 36 seconds, driving a New Series Model 75-B Overland. His margin over the second car to finish was thirty-two seconds. The race was run over a thirty-six mile road, which at times rose to an elevation of 10,000 feet above sea level. The contest began with a steady climb up Ute Pass, negotiated in second and high speeds. It might be mentioned here that the Overland car never went into low gear after starting. Four Mile Hill, which next confronted the contestants, is a long, steady pull up a grade which varies from 4 to 17 per cent. Seven minutes was the time required to make this climb. At the finish of the race the motor of the winning car was in excellent shape.

Eighty-six automobile, body and parts factories in Indiana employed an average of 7,219 wage-earners in 1914, paid a total of \$5,027,000 in wages, spent \$18,830,000 for materials and turned out products of a total value of \$23,330,000 during that year, according to a preliminary report furnished by the Bureau of the Census to the National Automobile Chamber of Commerce.

Significance of Run to Military Experts

Even if there should be railroad trouble in time of war, troop transportation and supply movements would go on unhampered in the estimation of military experts who watched the experiment of the Marmon 34 in crossing the continent. The Marmon 34 was just 5 days, 18 hours and 30 minutes in traversing the thousand and one topographical conditions existing between New York and San Francisco. This is, to say nothing of the distance, 3,476 miles of roadway. Automobile builders give credit to the Lynite aluminum construction in the Marmon 34 as being a factor responsible for the success of the racing trip. The car, taken from regular production, travelled on precise schedule without a lapse or break. In the view of experts it has set a standard for all travel.

The Simplex Automobile Company has rented the store and basement of the new building at the southeast corner of Fifth Avenue and Fifty-eighth Street for a term of five years, and will establish there its local sales and show rooms. These will be handsomely fitted up. The New York and metropolitan sales of the company have heretofore been handled through a local dealer, John G. Dale, 240 West Fifty-ninth Street, but the company has recently taken over this business and will operate this branch itself.

Dodge Brothers Cars Perform Great Feats

A strange coincidence occurred at the Dodge Brothers plant Thursday when letters were received in the same mail from Cape Town, South Africa, and Fairbanks, Alaska, each announcing a record breaking performance by a Dodge Brothers car. In South Africa a Dodge Brothers car had climbed to the top of Pearl Rock Mountain, a mass that looms on the horizon of Cape Town. Almost since the day motoring began in Africa Pearl Rock's peak has been the objective of ambitious motorists. Failure after failure was recorded, but that did not deter others from attempts. The Alaskan feat was that of Grover Frame, who, in a standard Dodge Brothers touring car, broke all records in a trip from Fairbanks to China, Alaska. The time for the 360 miles was 46 hours 30 minutes, including stops. This is six hours less than ever accomplished before.

A Dodge Brothers car owner conceived the idea that the money might be of some benefit to the martyrs of war, so he took the rocky trail. "It will interest you to know," writes W. Alkin, Dodge Brothers district representative in South Africa, "that one of our standard model cars made the climb without difficulty on June 24. The feat has been vouched for and certified by the editor of 'Motoring in South Africa.' The \$50 will be turned over to the editor for distribution among the war funds."

Answers Ad. 15 Years Old

From Hearne, Tex., there recently arrived at the factory an inquiry for one of the original curved dash Oldsmobile runabouts, in response to a series of advertisements run in 1901—the first automobile advertisements ever printed. The elapsed time between the date of the advertisements and the postmark on the inquiry is more than fifteen years, which is probably the record for any individual advertisement. Once before the Oldsmobile received a long delayed inquiry from its original series of advertisements, last year, when a prospect wrote in for a curved dash car from Evergreen, Va. This was considered so remarkable at the time that it was commented on by advertising men throughout the United States. That advertisement should repeat is even more astonishing, likewise no small tribute to the appeal of the old car.

The Six-43 of the 1917 line of cars put out by the Moon Motor Car Company at St. Louis is a refinement of the Small Six which was one of the 1916 line. The use of the two unit electrical system in this car is the most distinct improvement. This car has practically the same standard parts as the Six-66, the only difference being in the size of the parts.

Regulation of Motor Operators Needed

Power and Responsibility Have Not Gone Hand in Hand.

The regulation of the operators of motor vehicles has not grown in proportion with the immense growth of the industry. This is the assertion of Francis M. Hugo, Secretary of State. The Secretary of State, though given authority to register and license this immense body of owners and paid operators, has but few regulative powers, when it comes to curbing the reckless and wanton abuse of the privileges granted. Power and responsibility have not gone hand in hand.

The right of revocation accorded this state official by law is dependent upon the recommendation of the trial court only after a conviction for any one of three offenses. These are intoxication, running away from an accident after causing injury without first leaving name and address, and a third and subsequent of a paid operator for speeding.

On August 1 the Secretary of State had licensed 295,954 cars and 87,591 paid operators. It is a conservative estimate that at least 500,000 persons are driving automobiles upon the public highways of this Commonwealth. More than one-half of these pursue their way through the congested section, where dangers attend such operation which require peculiar skill, if accidents, often fatal, are to be avoided. On the other hand, the country turnpikes offer unusual opportunities for speeding, which prove too tempting for the average motorist to resist. When the speedometer registers more than thirty miles per hour our tourists forget that presumptively, at least in this state, they are no longer driving in a careful and prudent manner. Here is where carelessness creeps in.

Since the first day of January the present Secretary of State has revoked the licenses of thirty-six operators of automobiles. This is thirteen more than the total number revoked during all of last year. It is, perhaps, interesting to observe that of these thirty-six cases 22, or 61 per cent, were convictions for operating cars while intoxicated.

533,921 Ford Cars Produced in Year

On July 31 the Ford Motor Company completed its 1915-16 year with a production of 533,921 cars. This volume of output and its distribution mark an achievement without any parallel in the history of the automobile industry. The building and distribution of these half-million cars have brought a proportionate growth in every department of the Ford institution, and this enlargement culminated in the opening on August 1 of new direct company branches in twenty-eight of the larger cities of the United States. When the Detroit factory established a goal of 500,000 cars on August 1, 1915, the Ford company had completed a production for 1914-15 of 300,000 cars and shared over \$15,000,000 with its retail buyers. Now the year recently closed has again seen the fulfillment of predictions, in spite of an increase of 66.23 per cent in the market set over the output of the previous twelve months.

To build these cars the number of employees at the parent Ford factory has been increased to more than 33,000 at the present time, while the payrolls of the branch factories and branches have grown to more than 12,000 names. The quantities of raw material entering into a half-million production of Ford cars are beyond the grasp of the average individual. First, there are 200,000 tons of vanadium steel heat treated by special Ford processes, 2,000,000 each of wheels and tires, 51,950,250 square feet of rubber cloth material in the tops, 2,587,500 square feet of plate glass in the wind-shields, with other stock in proportion. The volume of these materials has brought about methods in their handling and manufacturing operations which have worked distinct Ford savings in production cost, and these, combined with new methods of distribution, have made possible the remarkable reductions in Ford prices announced on August 1. No official announcement has yet been made of the proposed production for the ensuing year.

First Custom Built Jordans Displayed

Quick, decisive action on the part of Edward S. Jordan, head of the Jordan Motor Car Company, and a car that bids fair to be popular with the motor world, seem to assure success for the new Jordan car. Typical of Mr. Jordan is the way he formed this company. Convinced that his proposed car was practical, he left the Jeffery company on January 15 of this year to form a company of his own. On January 26, eleven days after leaving the Jeffery organization, he had enough capital subscribed to assure him that he could go through with his venture. On one occasion, they say, \$100,000 was subscribed in less than an hour—forty minutes, to be exact.

John G. Dale has been selected as New York distributor, and the first three Jordans for this territory are already on display in the show room at 240 Central Park South. Every effort has been made to make the car express a note of the purchaser's individuality, something out of the ordinary. This standard six is fitted with standard parts of recognized worth and merit, mounted with specially designed custom built bodies of distinctive and exclusive styles. It has a 127-inch wheel base, French plated upholstery, highly polished mahogany paneled centre cowl, with Yale-locked cabinet, and many other attractive features.

Indian Motorcycle Ambulance

The recently perfected Indian Motorcycle ambulance, which has just been announced by the Hendee Manufacturing Company, of Springfield, Mass., is one of the most interesting vehicles of its kind yet introduced. The stretcher carrier is of the double-decker type, accommodating two persons each trip. Regulation stretchers are used, but they are fitted with special pedestals that set into sections of the carrier frame, where they are clamped to prevent slipping. The chassis on which is mounted the stretcher frame is of special reinforced construction, with such features as vanadium steel springs and adjustable tread. The Indian also has a first-aid cabinet.

News and Notes

The actual transfer of the Thomas B. Jeffery Company, of Kenosha, Wis., to the Nash Motors Company, headed by Charles W. Nash, who recently resigned as president of the General Motors Company, which took place a few days ago, increased the interest which the automobile industry and the general public is showing in the plans of this new corporation.

The Packard Motor Car Company has announced its second series of twelve-cylinder motor cars following the delivery in the last year of nearly 8,000 Twin Sixes and their successful operation in the hands of owners. The company also announces that, although the last season's output was nearly three times as great as that of the previous year, a further substantial increase in production will be made in the next twelve months.

Gypsies are discarding mule and caravan and riding in motor cars, thus proving once more that "the world do move." In Denver last week the Kissel-Kar agent sold three second-hand cars to a band of these weather-beaten nomads, and in San Francisco the sale of two cars was made by the Kissel branch. In both cases the price was paid with a stack of musty greenbacks that had to be smoothed out before counting.

One set of Silvertown tires covered the entire distance from San Diego, Cal., to New York City on the Pathfinder car which recently made the long, hard run on high gear, announces the B. F. Goodrich Company. Two punctures were had, but they were easily repaired on the road. The other two Silvertowns reached New York with motor cars, thus proving once more that "the world do move." In Denver last week the Kissel-Kar agent sold three second-hand cars to a band of these weather-beaten nomads, and in San Francisco the sale of two cars was made by the Kissel branch. In both cases the price was paid with a stack of musty greenbacks that had to be smoothed out before counting.

So great is the immediate demand for Cole motor cars in this city that the Cole-Stratton Company, New York City dealers, are demanding express shipments from the factory.

The latest consolidation to be arranged in the automobile industry is the Fisher Body Corporation, which has absorbed the Fisher Body

Company and the Fisher Closed Body Company, both of Detroit, and the Fisher Body Company of Canada, Ltd., of Walkerville, Ont.

The new series twin-six Pathfinder is little changed from the preceding model. About the only outward indication of a change is the tilt of the wind-shield. In the new model it is tilted backward at a slight angle. There are few changes in the body of the car, the makers being justly satisfied with the graceful liquid lines which created such a furor of admiration among dealers and owners alike. Mechanically the car is also much the same.

Driving the same Apperson Roadplane with which Miss Claire Rochester established a transcontinental touring record for women, Mrs. Harris M. Hanshue, wife of the Los Angeles distributor of the Apperson Roadplane, yesterday drove the 480



CHARLES W. NASH, Head of New Nash Motors Company.

miles between San Francisco and Los Angeles with the gears officially sealed in high. The remarkable part of this accomplishment is that Mrs. Hanshue made the trip entirely alone, and finished it in 23 hours and 35 minutes, without a single tire change or a stop to replenish the motor with oil or gas.

QUERIES AND ANSWERS

The co-operation of the heads of the various automobile service departments makes it possible for The Tribune to offer its readers expert advice on any question pertaining to their cars. In this way every question that is asked is answered by a specialist.

H. P. T.: My car steers badly. What causes the trouble? Your trouble is probably due to a bent axle or king bolt. You cannot fix it yourself. The best way is to take it to a shop. I want to also ask how long oil can remain in a motor and still give good service. What effect does old oil have? When you first put oil in your car you should notice the speedometer

and watch the mileage. When you have gone 1,500 miles on the same oil it is time to change. Old oil causes the piston to slap. In other words, the oil becomes too thin. But the piston may slap from the pistons being too loose in the cylinders. Oftentimes, however, this slap is remedied by cleaning out the old oil and putting new in.—F. H. Bonner, manager Service Department Brady-Murray Motors Corporation.

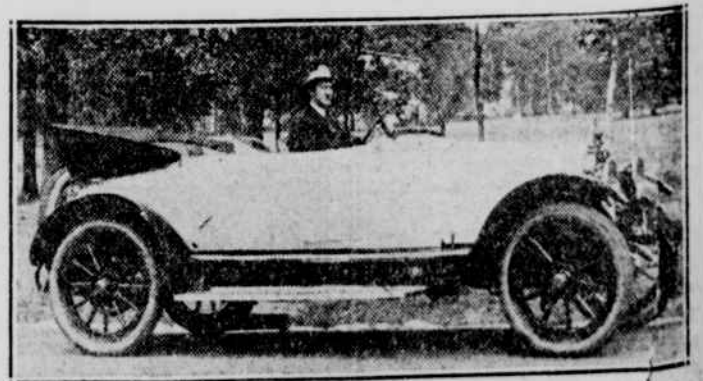
H. A. A.: Is it necessary to go over the ignition of my automobile during the summer? Yes. It is a good policy. At least, after you have run over 1,500 miles, go over your spark plugs. After cleaning, the gaps between their terminals should be made just about the thickness of a dime. The motor may still miss occasionally on acceleration

or on a hard pull after this adjustment, and in such case bring the points a little closer together. Also, look over your ignition distributor. Roughing of the breaker points often causes trouble. Smooth them until they have a perfect surface over their entire area. Tighten all connections and make sure that the wiring is in good condition.—E. W. Headington, branch manager Haynes Automobile Company.

R. D. K.: My motor is running poorly. It acts as if there might be a leak in the manifold, but I cannot find any. There is a plug in the manifold where an attachment had previously been inserted. Do you think this might be the trouble? Yes, this may be the trouble. Too much air is entering the cylinders, probably. Solder the plug hole to

prevent it leaking, and you will probably find that your trouble is gone. Can you also tell me what may cause a decided rattle under my car? You may have a loose torsion rod. Tighten the nut that works on the rod. Also tighten the spring tension on the front end of the torsion rod. If the trouble is too severe for this to prove a remedy, put in new steel pins.—F. H. Bonner, manager Service Department, Brady-Murray Motors Corporation.

H. E. M.: Do you know an automobile school for women in New York City? If so, will you put me in touch with one? I do not know of any school for women, exclusively, but I am having literature from several schools which enroll women sent to you.—Automobile Editor.



STEWART McDONALD IN HIS MOON CLUB ROADSTER